



AUGUST, 1917

THE
SASKATCHEWAN
CO-OPERATIVE
ELEVATOR CO. LTD.
NEWS



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CO-OPERATIVE
ELEVATOR CO., LTD.
NEWS

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EDITOR—W. A. S. NAPIER

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NO. 3.

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WHEAT MARKET REVIEW.

During the past two months market fluctuations have to a great extent followed the progress of the growing crops, but a pronounced feeling of uncertainty and hesitation has existed and from time to time been accentuated by drastic, though very necessary, governmental regulations. With the war still dragging on and submarine losses on the high seas by no means negligible, the food controllers and regulating boards in Canada and the United States are fully justified, and have the cheerful acquiescence of the masses, in their endeavours to conserve supplies for war purposes and at the same time maintain values fair to the producer and consumer at home.

Following an unusually cold and dry spring, warmer weather and beneficial rains came in the middle of June and crop conditions were generally considered good. The United States Government Report of June 7, 1917, did not present as satisfactory figures on the winter wheat crop as expected, but the condition of the United States spring wheat crops gave promise of more than offsetting any deficiency of winter wheat. On the whole the outlook at that time was assuring and with public anxiety fully allayed after the abnormal values in May, all markets had an easier tone and price declines were general till June 30. Early in July the tremendous demand for corn in Southern markets reflected in wheat, also crop reports from the North-west began to cause uneasiness and got more gloomy as hot dry weather continued. Even the most favourable weather between now and harvest cannot restore the earlier promise of a good yield. According to advices received to date the yield in the Canadian North-west can only be much below average. Naturally, market values in July responded to the change in the outlook and advanced almost daily until July 21 when the Board of Grain Supervisors set a maximum limit of \$2.40 per bushel basis 1 Northern wheat in store Fort William, this maximum taking effect August 1 until further notice. Another order issued on July 27 prohibited the export or sale of Canadian wheat to the United States without special permission of the board.

Favourable reports have lately been received on European crops. On the North American continent increased production of potato and other field crops coupled with enforced nationwide economy and regulated markets, would seem to exclude the possibility of any considerable advance in values. Whether fixed prices will be announced for the 1917 crop is largely a matter of surmise at the present moment.

Winnipeg, July 31, 1917.

ORDERS ISSUED BY BOARD OF GRAIN SUPERVISORS.

Order No. 1, Toronto, July 21st.

"The Board of Grain Supervisors for Canada in session in Toronto, rule that dating from August 1, 1917, the maximum price of wheat basis 1 Northern in store Fort William shall not exceed \$2.40 per bushel. This holds until further notice and applies to the balance of the present crop."

Order No. 2, Winnipeg, July 27th.

"It is hereby ordered by the Board of Grain Supervisors for Canada in conformity with section 4 of the Order in Council constituting the board, that so far as the balance of the present crop is concerned, and until further notice, the sale and shipment of Canadian wheat, without the consent of the board to parties in the United States must cease; and it will be held to be a violation of the orders of the board if any party or parties export Canadian wheat of the present crop to the United States without having requested and received the consent of the Board of Grain Supervisors for Canada, thereto.

“(Signed),

“ROBERT MAGILL, *Chairman.*
“A. R. McDONALD, *Secretary.*”

TWO DATES TO REMEMBER.

CONFEDERATION—1867.

CO-OPERATION—1844

(See Kindred Co-operators, page 18.)

Dominion Day of 1917 ushered in the fiftieth anniversary of Confederation. The illustration on page 19 shows old Fort William as it appeared at the time of Confederation. Only two of the buildings seen in the illustration are now standing, one being the Old Block House. This site is occupied by coal docks. For fifty years Canada has been united and the great prosperity she has enjoyed is a direct result of Confederation. Confederation means a compact for mutual support; co-operation means working together. What will the next fifty years of Confederation with Co-operation bring forth?

AT THE FAIR.

Our exhibit at the annual Provincial Exhibition held in Regina, July 23rd to 28th, was a model of the new Terminal Elevator now nearing completion at Port Arthur, Ont. The model is an exact replica of the terminal and gave our shareholders an opportunity of seeing how their terminal will appear when completed. Much interest was evinced by the farmers in this exhibit and they have great cause for satisfaction in viewing it for it represents progressive co-operation in a very unmistakable manner. Its original at Port Arthur is the first public terminal erected by the organized farmers.

WINNERS OF CHALLENGE SHIELD.

Bulyea Local, Secretary Mr. A. Waterhouse, won the Challenge Shield donated by our company for competition amongst the Saskatchewan Grain Growers at the exhibition on Tuesday, July 24th. The competition was very keen, as is shown by the following figures:

	Points awarded	Points possible
Bulyea.....	273 $\frac{1}{4}$	300
Rockhaven.....	272 $\frac{3}{4}$	300
Assiniboia.....	270 $\frac{3}{4}$	300

Last year Rockhaven won with a total of 272 $\frac{1}{4}$ points. Although not successful in the aggregate this year, Rockhaven won first in wheat and first in oats, with a total of 96 $\frac{3}{4}$ points in wheat of 68 pounds and 94 $\frac{1}{4}$ in oats of 47 pounds. Mr. T. C. Raymond is the secretary. A photograph of the Challenge Shield is reproduced on the cover of this issue.

CONSTRUCTION PROGRESS REPORT.

Elevators completed at:

Neville	North Rosetown	Dafoe	Flaxcombe
Speers	Brownlee	Portreeve	Springside
Fairmount	Otthon	Loreburn	Sceptre
Snipe Lake	Maymont	Tyvan	Southfork
Kelliher			

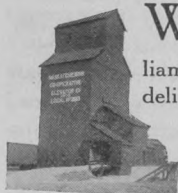
Elevators under construction:

Noremac	Sovereign	Dollard	Estuary
Kylemore			

TOTAL GRAIN HANDLED.

Over 30 million bushels of grain have passed through the company's elevators this season to date and in addition more than 1 $\frac{1}{2}$ millions loaded over platforms have been handled by our Commission Department.

A Day in our Commission Department



WHEN you load a car with grain, ship it to Fort William or Port Arthur and then deliver the bill of lading to our company to be handled, do you stop to consider, when later you receive your returns, the amount of detail involved in the service rendered you by our Commission Department. You may have been to Winnipeg many times and you may have a general idea of how your grain is handled, but let us take you again to Winnipeg, this time in thought, and show you through our Commission Department.

As you enter our office in the Grain Exchange Building and are greeted by a busy hum intermingled with the ringing of telephone bells, the tap-tap of a telegraph instrument, you will doubtless be impressed by the busy scene presented. The inquiry clerk at the counter asks the nature of your business and directs you to an official who gladly undertakes to conduct you through the various departments of the office. You will be shown numerous mechanical devices which have become a necessary part of our equipment for the efficient and speedy handling of the business. These include a telegraph instrument, operating a private wire between this office and Head Office in Regina, also adding machines, comptometers, and a tape machine which records prices during each session of the market. It is pointed out to you that for reasons of efficient service, the office is divided into departments as follows: Shippers' records and car records, inspections and samples, sales and track purchases, traffic and claims, correspondence and mailing, book-keeper and cashier departments. Again the car records are subdivided into six sections, corresponding to six divisions of the Province of Saskatchewan, each section looking after shipments only from its particular division of the province. Let us follow car lots of grain through our Commission Department from the time the bills of lading are received by us till settlements have been sent out and the shippers have cashed our settlement drafts.

RECEIVING AND RECORDING BILLS OF LADING.

As the most of the grain handled by our Commission Department is shipped from our elevators, the bills of lading are usually accom-

panied by forms made out by our agents giving such information as the name and address of shipper, date shipped, grade expected, selling instructions, etc. The bills of lading are then distributed to the proper sections and the information on each car written up in a car record; an envelope or pocket for each car is also made up and, on the face of the pocket, full information in regard to the car is written and documents in connection therewith are placed inside the pocket as received. These pockets are numbered and filed consecutively and are indexed under car numbers and pocket numbers, so that by knowing a car number, the pocket number can quickly be ascertained. But shippers may sometimes call on us or write us and overlook, or not be able to give us, their car numbers, so an alphabetical record of all our shippers is also kept, showing every car number ever shipped to our Commission Department by any shipper; there is a record sheet for each shipper. Printed acknowledgments of the receipt of bills of lading and selling instructions are mailed to shippers immediately.

INSPECTIONS.

The next thing is the arrival of cars at points of inspection such as Winnipeg, Saskatoon, Moose Jaw and Duluth, where Canadian Government Inspectors sample and grade the grain in each car and daily deliver or mail to our Commission Department the inspection certificates. Our grain expert at Winnipeg personally sees the samples of cars inspected at Winnipeg and checks same with grade expected by the shippers; he also calls for reinspections at once if there is any chance of getting grades raised. The inspection certificates from Saskatoon, Moose Jaw and Duluth are also checked against the grades expected by shippers and if any discrepancy exists, further information and samples are obtained. It will be noted that while the comparatively small volume of grain inspected at Saskatoon, Moose Jaw and Duluth makes it impossible to have our own checkers at these points, the interests of our shippers, in connection with the grading of their grain are carefully watched. The government grading of every car is written in the car record and also on the car envelope or pocket. An advice of grade is immediately sent to the shipper and in certain cases our expert will also write a letter explaining the grading.

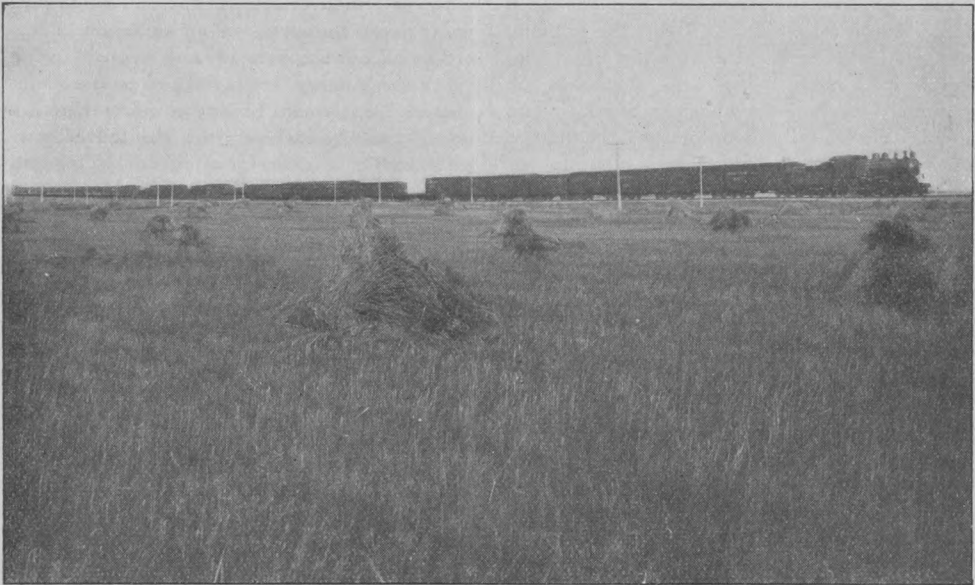
The appended figures will give an idea of the work done by our grading expert during the year August 1, 1916, to July 31, 1917, inclusive:

Number of grades of cars checked	24,541
Reinspections called for by our expert	505
Grades raised out of same	180
Reinspections called by shippers, not by our expert	342
Grades raised out of same	2
Small mailed samples reported on	2,207
Letters written to shippers regrades	12,346

UNLOADING AND TERMINAL WEIGHTS

Cars billed to Saskatoon, Moose Jaw and Duluth are unloaded in the terminal elevators

charges are then paid and in exchange for bill of lading the terminal elevators issue us a warehouse receipt for each car, the warehouse receipt showing the grade and net weight in bushels and pounds. The out-turn weights are checked with the weight advised as loaded at point of shipment and shortages noted for investigation. Shippers who put their grain through our elevators are protected by us against such shortages, because we settle on the ticket weights at our elevators irrespective of the weights received at the terminal elevators; in other words, we guarantee the weights as delivered at our elevators and ourselves assume the risks of loss by handling or by leakage in transit.



Grain train crossing the prairie.

at those points immediately after grade has been established by the government inspectors. Cars inspected at Winnipeg go on to Fort William or Port Arthur and are unloaded at the terminal elevators there. Out-turns showing gross and net weights with freight and other charges are mailed by the terminal elevator companies to us, together with the government weight certificates. This information is written in our car records and also on the car envelope or pocket. Advices of arrival and unloading of their cars are immediately sent to shippers who have not given selling instructions or whose selling instructions cannot be carried out till prices advance. Freight

SALES AND TRACK PURCHASES.

According to instructions given by shippers, cars are sold in transit prior to inspection, or in transit after inspection, or on arrival and unloading at the terminal elevators, or at specified prices as the market reaches such values, or may be held pending receipt of definite selling instructions. Closely watching the various selling instructions and turning documents over to the salesmen, as cars come in line for sale, requires systematic and careful handling by the car record clerks. Our Commission Department will make bids on grain in any position subject to there being

a market demand at the time. We buy a large number of car lots on track at stations where loaded, but once grain is in transit and has also passed inspection, we handle it on commission and sell in the open market; this being more satisfactory to the shipper.

In the trading room of the Winnipeg Grain Exchange our salesmen are to be found during market hours. They promptly accept an attractive bid or they offer to sell if buyers are indifferent. Round lots are often disposed of most profitably, and as our volume of business is large, our Commission Department is in a very advantageous position in this regard. As sales are made, advices of sales showing date, purchaser, grade, price, conditions of delivery and car number are sent to shippers. All grain actually unloaded in terminal elevators, commonly called "Spot" has to be invoiced and properly indorsed documents delivered the same day as sold, otherwise the purchasers may repudiate the contracts. Grain sold in transit must be delivered as soon as advice of unloading is received from terminal elevators and warehouse receipts obtained in exchange for bills of lading. All deliveries have to be made before 12 o'clock on full days and 10.30 a.m. on Saturdays.

SETTLEMENTS.

After sales are made, documents delivered and cheques received from the purchasers, account sale statements are made out to the shipper of each car. From the gross proceeds of the grain sold, are deducted advances made by us, also such freight, terminal storage and country elevator charges as may be chargeable to the grain in question; in addition commission, interest on advances or freight charges, and a remittance charge is collected. A draft is then issued to the order of the shipper and sent with each account sale statement and other necessary documents attached. Most settlements are sent in care of our elevator agents with a postcard advice to the shipper, but in the course of our business we receive innumerable varied instructions as to the disbursement and remitting of the proceeds of grain sold and such instructions are always given careful attention.

TRAFFIC AND CLAIMS.

Other important factors in the service rendered by our Commission Department are the tracing of cars while in transit so as to in-

sure earliest possible arrival at a terminal elevator; the checking of freight charges with particular attention to items for demurrage, diversion, switching, stop offs, etc.; notations are made as to running record and condition of cars on arrival; and shortages are investigated with a view to making claims on the railroads if loss in transit can be proven. As stated previously, we guarantee and make settlement to our shippers on the ticket weights at the country elevators and, therefore, the claims made by our Commission Department are mostly for shortages on cars shipped from our elevators, which claims do not concern our individual shippers. At the same time, claims are gladly made, free of charge, for shippers who report shortages on platform loaded cars. Shippers loading cars at the platform should weigh each load on a public scale and keep the scale tickets so that proper evidence of the weight loaded can be furnished. Many claims are refused by the railroads for lack of such evidence. The following figures, giving the past season's work in connection with traffic and claims, speak for themselves:

238 claims outstanding	
July 31, 1916.....	\$5,900.59
863 claims made August	
1, 1916, to July 31, 1917	49,656.38
	<hr/>
	\$55,556.97

637 claims collected	
August 1, 1916, to	
July 31, 1917.....	\$22,503.47
149 claims withdrawn or	
declined by Railroads	
in same period.....	7,563.70 30,067.17
	<hr/>

315 claims outstanding	
July 31, 1917.....	\$25,489.80
	<hr/>

Note.—The claims outstanding are still under investigation by the railroad companies.

CORRESPONDENCE.

Keeping in touch with conditions, advising our shippers and sending our market news and daily closing prices are other valuable functions performed by our Commission Department, in addition to a large general business correspondence with our shippers. The postage runs into a considerable item in a year, as can readily be realized by one look at the bundles of mail sent out daily.

BOOKKEEPER AND CASHIER.

This is a busy corner. Bank messengers run in and out during the morning with innumerable advance drafts and settlement drafts; freight charges and other accounts have to be paid. Moneys are received from the sales of grain and many other cash transactions occur in the course of business. In addition all book-keeping entries have to be made daily, and accounts regularly balanced and verified. In some seasons of the year the cash receipts and disbursements will approximate \$500,000 per day.

EFFICIENCY AND SERVICE.

We trust you have appreciated this rapid glance through our Commission Department.

Efficiency and up-to-date service are the key-notes of our organization, and with this in mind, nothing is left for tomorrow than can and should be done today. Our present accounting system is the result of years of experience and is as simple and efficient as possible. We aim to render the maximum of service and while errors do occur we believe that they are almost at a minimum. Our large volume of business enables us to employ competent and experienced help. We have thousands of regular shippers who are well satisfied with our work, which we think is sufficient evidence that our Commission Department is second to none.

ROLL OF HONOUR

There are 467 shareholders and 39 employees on our Roll of Honour to date making a grand total of 506. Out of this total as reported to us, 29 have been killed in action. We would further emphasize our request for co-operation in the compilation of this Roll so that no name shall be missing. Several have kindly complied with this request and forwarded names. Any name that does not appear below is already included.

"If all that Duty can do is done
In aid of a sacred cause;
If every battle is lost or won
By Right's Imperial laws,
When the pride and pain of chivalry
Shall meet in a common good,
The links of our Land shall strengthened be
With the crest of Brotherhood!

From *War Poems* by Lily Marcus.

SHAREHOLDERS

Local	Name
56 Simpson.....	Lionel L'Oste Brown.
102 Tessier.....	Robert Mark.
158 Thackeray.....	W. A. H. Crump.
161 Superb.....	Kenneth McClennan.
164 Assiniboia.....	Wm. V. Whyte.
168 Viceroy.....	E. W. Pidduck.

EMPLOYEES.

W. G. Doling.

"One more unflinching, valorous soul has
sped.

One more true knight—Life's sweetest words
unsaid,

The rainbow runes of eager youth half-
scrolled—

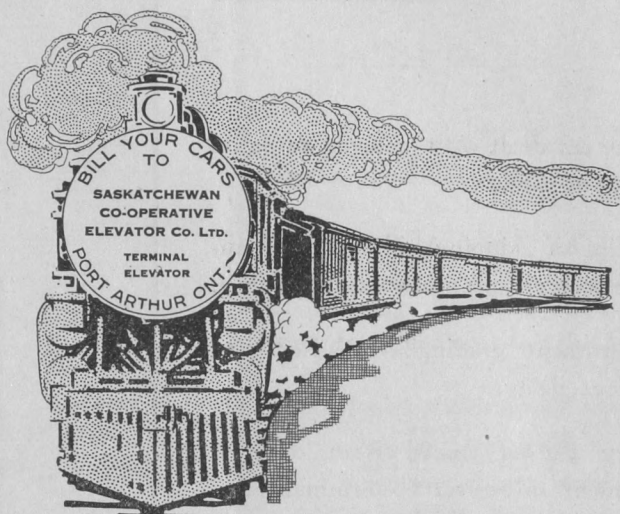
Salutes the silent company, splendid-souled,
The army of the dear triumphant dead."

From *The Times*.

KILLED IN ACTION

Local	Name
23 Rosetown.....	W. A. Galloway.
96 Birch Hills.....	James Summerfield.
104 Plassey.....	Herbert F. Brown.
146 Marcelin.....	F. Atkinson.
189 Vanguard.....	Angus MacKay.

WHY YOU SHOULD



AND ADVISE
**SASKATCHEWAN
CO-OPERATIVE
ELEVATOR Co. LTD.
WINNIPEG**

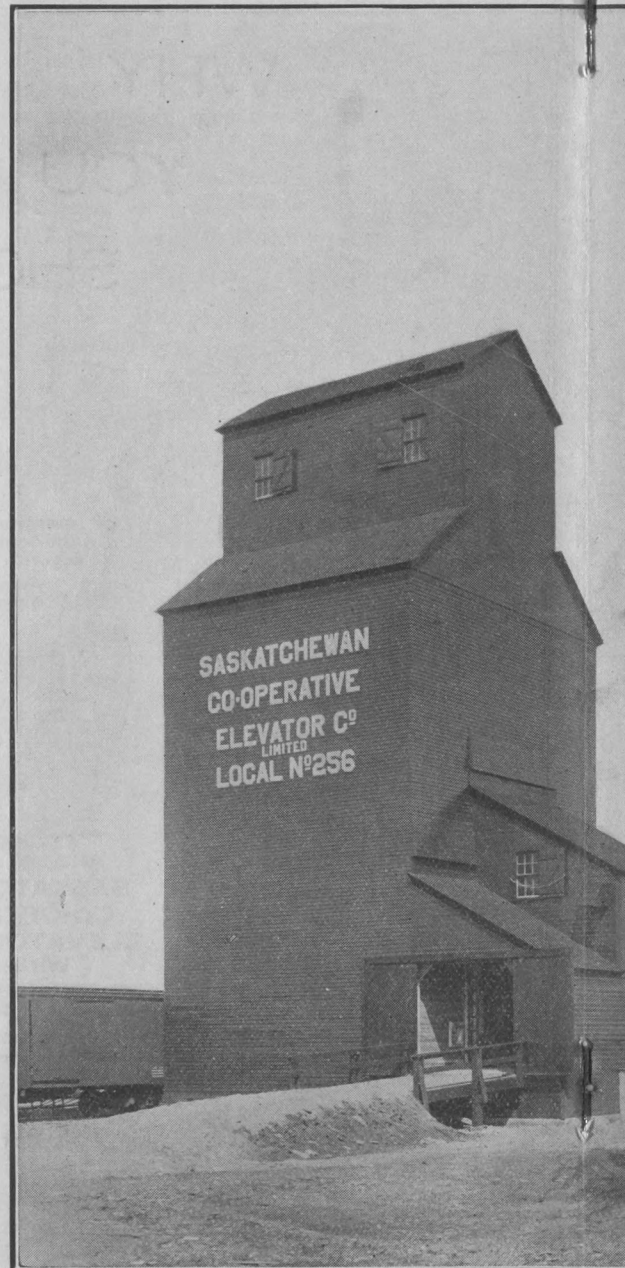
**TRACKAGE CONNECTIONS
C.P.R. and C.N.R.**

300 COUNTRY

BECAUSE YOU WILL GET

ATTENTION

- (1) Every car dealt with receives an equal degree of care.
- (2) Receipt of shipping bill and your instructions are promptly acknowledged.
- (3) Government grading is advised you without delay.
- (4) Every car is traced from date of shipment to arrival at terminal.
- (5) You are notified of arrival of your car at terminal.
- (6) Sale price and name of purchaser are advised as soon as car is sold.



TO HANDLE

RY ELEVATORS



BECAUSE YOU WILL GET

SATISFACTION

- (1) Liberal advances will be made on any car lots shipped to us.
- (2) We act as your selling agent.
- (3) All grain shipped to us is sold to the best advantage for the farmer.
- (4) We will make bids after the close of the market on consigned cars which are inspected or in store in any regular terminal.
- (5) Expert salesmen are employed.
- (6) Shippers get full benefit of any existing premiums.

LE 1917 CROP

BECAUSE YOU WILL GET
PROTECTION

- (1) We will buy on track to protect our shippers against declining prices.
- (2) On grain loaded through our elevators full responsibility is accepted by us for any loss that may occur during transit, as we settle on the basis of ticket weights.
- (3) An exrailroad man is employed to look after the shippers interest during transportation.
- (4) Claims are made free of charge on any platform cars showing a shortage.
- (5) The Government Inspector's grading is checked by our expert who, if necessary, calls for reinspection without waiting for instruction.
- (6) You get full protection from The Saskatchewan Co-operative Elevator Company, only if you

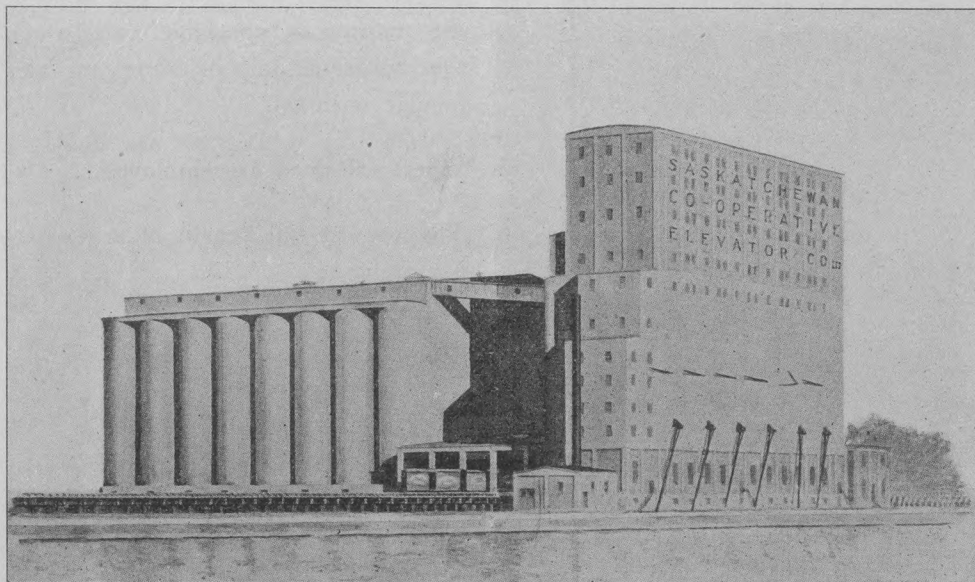
BILL YOUR CARS

Advise

SASKATCHEWAN CO-OPERATIVE ELEVATOR COMPANY, LIMITED.

WINNIPEG.

TERMINAL ELEVATOR TO HANDLE 1917 CROP.



Terminal Elevator at Port Arthur. Capacity, 2,500,000 bushels.

Sample Markets

There has been some misconception caused over the attitude taken by the Canadian Council of Agriculture before the Board of Grain Commissioners in regard to Sample Markets. The Commission pointed out very emphatically that discussion would be allowed only on "where sample markets should locate and what rules should govern them," and not on the advantages or disadvantages which might accrue from their establishment. This implied that the establishment of sample markets had been already decided upon. The Canadian Council of Agriculture therefore made the following recommendations:

(1) That the existing hospital elevator licenses should be abolished; that there should be two classes of elevators, public and private; that public terminal elevators should be operated as they are now, with this exception, that provision should be made in such public terminal elevators for special binning for such farmers or shippers or dealers as do not have elevators of their own; that private elevators should be restricted to the handling of their own purchased grain; that such private elevators should be licensed and bonded by the Board of Grain Commissioners; that any company operating elevators at the terminal point should have the right to operate their houses either as public or as private, and that private elevators shall be entitled and obligated to have official weights and grading of grain both in and out.

That there should be a duplicate set of samples, one taken as now by the officers of the Board of Grain Commissioners, and the second taken under the auspices of the Winnipeg Grain Exchange and the Canadian Council of Agriculture for purposes of sample trading; that there should be evolved a system whereby samples could be taken at points in the interior as near to the point of origin as can conveniently be arranged, from which points samples could be forwarded to the sample markets prior to the arrival of the cars.

That the system of reinspections and surveys should be changed; that instead of the present survey board and standard board there should be a board of appeals; that the board of appeals should undertake the work now done by the survey board and the standard board and that it should consist of three members, one to be nominated by the Canadian Council of Agriculture and one by the Winnipeg Grain Exchange, the

third to be nominated by the other two, or by the Council of Agriculture and the Grain Exchange jointly.

That there should be no stopover charge on cars held for sample trading, and that the charges in section 208 of The Canada Grain Act should be abolished; that there should be a demurrage charge after twenty-four hours from the time of notice of arrival of the car, and that the car should not be moved forward without instructions from the owner of the grain or his agent.

That section 8 of the bulk grain bill of lading should be amended to be made consistent with sample trading.

That the Board of Grain Commissioners should consider the advisability of at once establishing order points at Calgary, Moose Jaw, Winnipeg and Fort William.

The Canadian Council of Agriculture also recommended:

(2) The Canadian Council of Agriculture believe that owing to the war the conditions at the moment are not favourable for inaugurating sample markets, and they suggest to the Board of Grain Commissioners the advisability of postponing the inauguration of sample trading until the end of the war.

The reasons for the further recommendation are:

(1) Increased delay in transportation caused by cars being held for orders until sold on sample markets.

(2) The refusal of railway companies to bill cars to American markets.

(3) The disturbed condition of the grain trade.

(4) The Board of Grain Supervisors had power to fix prices and regulate the trade in order to give every advantage to the allied countries.

With conditions such as these existing it was felt by the council that at the present time sample markets would not have a fair trial, and that it would be better to postpone their inauguration until conditions were more favourable, *i.e.*, until after the war.

From the above it should be clear that the council did not express an opinion on the principle of the establishment of sample markets, but, on the understanding that it had been decided that they would be established, the council made recommendations for the regulation of same, and in the interests of those organized farmers whom they represented and the larger imperial call advised that the establishment of sample markets be postponed.

Shoulder to Shoulder

"HIT WAN, HIT A'."



CO-OPERATION AND CONFEDERATION.

The first half century today,
Finds us advancing on the way,
To nationhood—grace still attend—
Provide us men who true shall stand,
In purpose pure; in action grand,
The rights of all pledged to defend.

Upon the threshold of the years
We cast aside all doubts and fears,
And view with exaltation,
This vigorous child of Britain's might,
Which stands for all that's good and right,
To bless Confederation.

From Canada's Jubilee, by James Porter.

THE FIRST SHIPMENT.

In the archives of the City Hall, in Winnipeg, there is on file the Bill of Lading of the first shipment of wheat. The following is a copy:

Winnipeg, October 21st, 1876,

Consigned to: Steel Bros.,
Toronto.

412 sacks (857-1-6 bushels).....	\$728.59
412 cotton sacks.....	107.12
	<hr/> \$836.71

THE FIRST EXPORT.

The all Canadian route to Eastern Canada was not established until 1884. In that year the first shipment of wheat to Britain by an all British route was made. It consisted of 1,000 bushels of No. 1 hard wheat in sacks and went *via* rail to Port Arthur, by boat to Owen Sound and then by rail and boat to Glasgow, where it arrived in the record time of 21 days from Brandon.

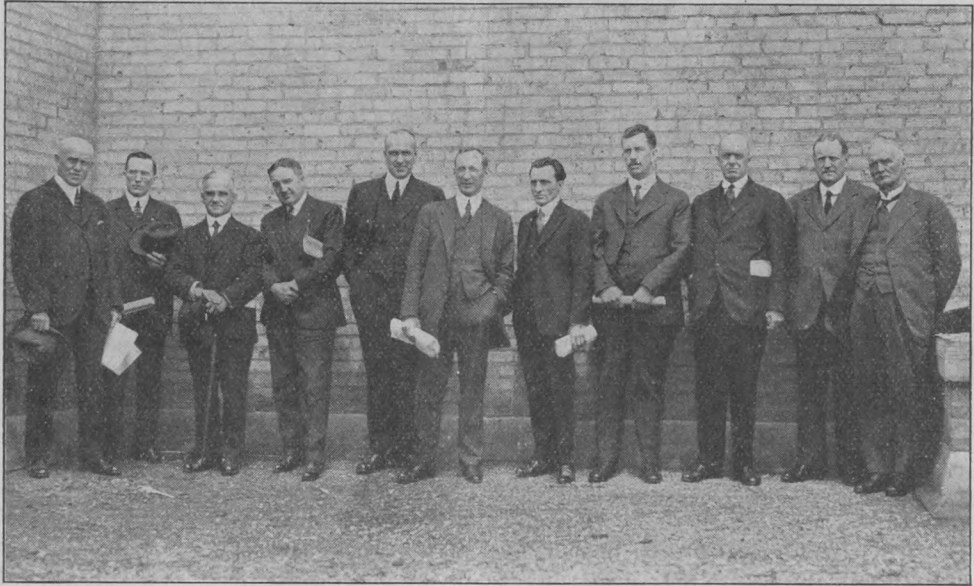
THE GREAT LONE LAND.

At Confederation not a single mile of railway marked the 2,000 miles between Lake Superior and the Pacific Coast. Buffalo in great herds roamed the prairies. The Indians were under no restraint. Winnipeg, Regina, Saskatoon, Calgary, Vancouver were unborn. No irrigation canal lay on the prairie. Not a single elevator was to be seen. Western Canada was undreamed of as a wheat growing region.

THE PROMISED LAND.

Three thousand five hundred country elevators now stand as landmarks of agricultural industry. Western Canada is now one of the greatest wheat growing areas in the world with only 10 per cent. of the tillable area under cultivation. Saskatchewan is the great wheat province of the Dominion. Wheat pours into Winnipeg at the rate of two to three million bushels per day. Sixty and seventy cars of wheat leave Winnipeg for the East every 20 minutes of the 24 hours during the rush season. The freight boats on the lakes load 460,000 bushels between 4 o'clock in the afternoon and 7.30 in the evening. Terminal elevators at the head of the lakes with a storage capacity of 44,000,000 bushels and interior terminals erected by the government with a capacity of over 10,500,000 bushels, cannot adequately handle the crop. The wheat exports of Canada have increased from 2,284,702 bushels in 1867 to 157,745,469 bushels in 1916. The 2,278 miles of railway limited to the East have increased to 37,454 miles. Canada has more railway mileage per capita than any country in the world.

Board of Grain Supervisors.



Left to Right—

1. W. A. Matheson.
2. W. B. Best.
3. Controller Ainey.
4. W. R. Bawlf.

5. J. Stewart.
6. Dr. Magill (Chairman).
7. J. C. Gage.
8. T. A. Crerar.

9. W. H. Wood.
10. L. H. Clarke.
11. S. K. Rathwell.

Owing to the extraordinary conditions prevailing in the grain trade as a result of the war, the government have appointed a commission to control the handling of the crop of 1917. It includes two representatives of the organized farmers—T. A. Crerar, H. W. Wood, and one representative of the unorganized farmers—S. K. Rathwell; three representatives of the Winnipeg Grain Exchange—J. C. Gage (president); W. R. Bawlf (vice president); Dr. Magill (secretary); a representative of the British Food Commission—James Stewart; two representatives of Labour—Controller Ainey, prominent in civic and labour circles in Montreal, and W. B. Best, parliamentary representative of Locomotive Firemen; W. A. Matheson, of the Lake of the Woods Milling Company, and Lionel H. Clarke, head of the Canada Malting Company, and a member of the Toronto Harbour Commission. The chairman is Dr. Robert Magill, secretary of the Winnipeg Grain Exchange and formerly Chief Commissioner of the Board of Grain Commissioners.

This Board must not be confused with the Board of Grain Commissioners. It is quite distinct and has been created for the purpose

of efficient and expert handling of a situation which has evolved, as has been said, by reason of the war.

POWERS

Its powers are very wide. An extraordinary situation demanded extraordinary powers, otherwise there could have been no control.

It has authority at any time:

To fix the price at which grain stored in any elevator may be purchased.

To ascertain what supplies of grain are available.

To fix conditions under which grain may be removed from elevators and determine its destination.

To receive offers for the purchase of grain and fix prices at which it shall be sold.

To take possession of and sell grain stored in any elevator.

To provide cars and direct transportation of grain taken possession of or owned.

The full regulations as set forth in the Order in Council are as follows:

"(1) The Governor General in Council may appoint a board, to be designated 'The Board of Grain Supervisors of Canada,' hereinafter called the board. Such board

shall be honorary and shall consist of not more than twelve (12) members.

"(2) The members of the board shall be paid travelling and living expenses while actually engaged in the duties of the board, but otherwise receive no remuneration.

"(3) The board shall make such inquiries and investigations, as from time to time it deems necessary, to ascertain what supplies of grain are now available or will be available. The board shall ascertain the location and ownership of such grain and what transportation and elevator facilities are available in connection therewith, as well as all conditions connected with the marketing and the price of the same. For the purpose of any inquiry or investigation held by the board, the board and several members thereof shall have all the power of a commission acting under part I of The Enquiries Act.

"(4) The board shall have power from time to time to fix the price at which grain stored in any elevator may be purchased and the conditions as to price, destination or otherwise under which grain may be removed from such elevator, and may also prescribe what grain shall be sold to millers or milling firms in Canada or elsewhere (hereinafter called millers) and what grain shall be sent to the United Kingdom and the allied powers and it shall be the duty of the board to issue such orders and take such action as it deems to facilitate at all time the transportation and delivery of grain in excess of domestic requirements to the United Kingdom and allied powers.

"(a) Any price so fixed shall be subject to the approval of the chairman of the board.

"(b) The board may from time to time appoint an executive committee of not less than three of its members, of whom the chairman shall be one, and may assign to such executive committee any duties or powers within the competence of the board.

"(5) The board shall have power to receive offers for the purchase of grain from millers and from the Wheat Export Company, Limited, or from any other person or body corporate, hereinafter referred to as 'overseas purchasers' representing or acting for the government of the United Kingdom or for any of the allied nations or for any combination of the same, and from time to time to fix the prices at which such grain shall be sold.

"(6) The board shall have power to take possession of and sell and deliver to millers, or to overseas purchasers, at the price so fixed, grain stored in any elevator and to account and pay over to the owners thereof

the proceeds of such sales, after deducting all expenses connected with the taking possession, sale and delivery.

"(7) The board shall, as far as possible and having regard to the position and the cost of transportation, fix a uniform price throughout Canada for grain of the same kind, quality and grade.

"(8) Notwithstanding anything in The Grain Act or in The Railways Act, the board or Railway Commissioners for Canada shall have power to order any railway company to provide cars and other transportation facilities for handling grain and to transport as directed, grain taken possession of or owned by the board.

"(9) Every person shall truthfully and promptly answer any inquiry made by the board or any person duly authorized on its behalf, on any matter within its powers or duties, whether such inquiry is made verbally, in writing, by telegraph or in any other way.

"(10) In this order 'elevator' means and includes any terminal, country, private, public and hospital elevator and any elevator licensed by the board of grain commissioners of Canada.

"(11) The boards, with the approval of the Governor in Council may make any regulations it deems necessary for the purpose of fully and effectively carrying out the objects and provisions of these regulations, and in particular without limiting the generality of the foregoing, may make regulations:

"(a) For appointing representatives in different places in Canada for the purpose, from time to time, for making known in such localities the prices for grain fixed, and other regulations or directions made by the board, and for reporting to the board any violations or any order issued by the board or any regulations made hereunder, and generally for assisting the board in the effective discharge of its duties.

"(b) To authorize the engaging of clerks, employees, assistants, and the paying of their salaries.

"(c) Creating offences and providing penalties in respect of violations of 'any order made by the board or of any regulation made hereunder.

The executive committee appointed by the board consists of the Chairman, Dr. Magill, J. C. Gage and James Stewart. The board will act in conjunction with similar commissions authorized by the United States and the British governments.

Progress of our Terminal Elevator at Port Arthur



At the date of going to press, the concrete for the tanks of the work house is being poured into the moving forms. Work is being carried on continuously night and day, and the tanks

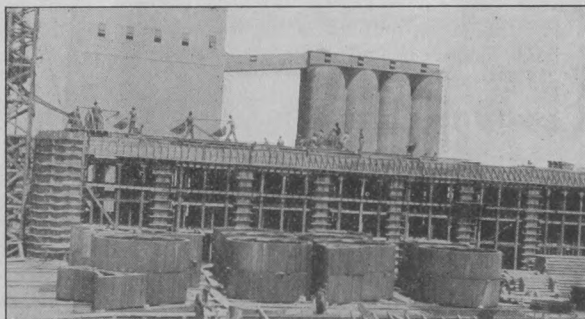
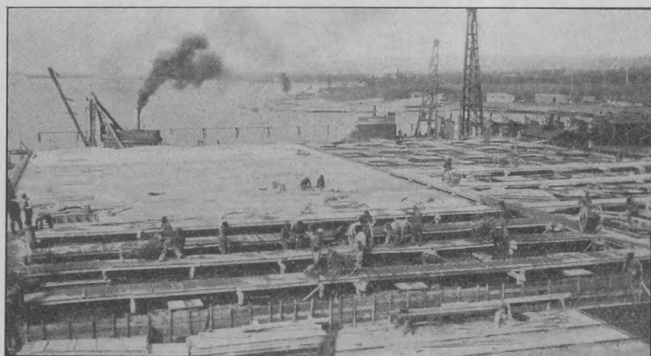
are going up at the rate of about five feet every 24 hours. The moving forms for the storage annex are made up and set in place ready for the pouring of the storage tanks as soon as the work house tanks are finished.

Practically all the machinery and equipment for the elevator has been delivered at the site, and is being installed as rapidly as the progress of the structure will permit.

The trestle to support the tracks through the track

shed has been completed. The concrete dock is under construction for its entire length, and is nearing completion. The boiler house and transformer building have been enclosed ready for the interior finish.

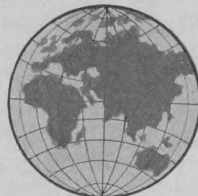
Since concrete work was commenced early this spring there has constantly been trouble with labour employed at the work. The shortage and inefficiency of the labour available has delayed the progress of the work, and will delay to some extent the completion of the elevator. From present indications the elevator will be ready to handle grain on October first.



Kindred Co-operators



The Romance of a Store Co-operation 1844



(In a previous issue under the caption "The Co-operative Congress of 1916," "the famous twenty-eight" were made the subject of a brief reference which is supplemented at length in the following article. We advise every shareholder to read this carefully and see what loyalty and conviction accomplished.)

Toad Lane! whoever heard of Toad Lane! just a dingy street in the very ordinary factory town of Rochdale, Lancashire, England. Every co-operator should be familiar with the name Toad Lane, for here in a dingy little shop (as stores are termed in England) the first real British co-operative society commenced business, and the men who formed the society are known as the pioneers of modern co-operation—the famous twenty-eight. It is almost impossible to trace back through history the first original idea of co-operation, for there has always been mutual help between man and man. There were earlier societies than the Toad Lane, but were little heard of, and history generally regards the shop and society of Toad Lane as the beginning of co-operation in Britain. The rules and methods of the Rochdale store have become the basis upon which the great bulk of the co-operative societies have been fashioned.

CONDITIONS WHICH INDUCED CO-OPERATION.

The formation of any great society or company is generally the result of a cause; in most cases engendered by dire necessity. At the time this first society was formed England was in a state of great commercial unrest. Twelve years previously, in 1832, the Reform Bill had been passed, but this had not done all that it was hoped it would. There still remained the bitter class feeling between the rich and the poor. Luxury

was found on the one hand and poverty on the other. Equal rights to all was unknown.

The Toad Lane store owed its existence to a "strike." Flannel weaving was the great industry of Rochdale, and during a very busy season the workers "struck" for higher wages and were refused. They all left work in a body and as always happens in a "strike" great distress followed. Homes became destitute, children weakly and sick for want of food, men sullen and morose. Actual starvation was kindling the flame for violent insurrection.

THE SCHEME ORIGINATED.

Fortunately, at this time the writings of men like Robert Owen, Orator Hunt, Dr. King and Rev. Charles Kingsley were being read and their power being felt. Men of intelligence grasped the fundamental truths underlying the writings of these seers, and instead of gunpowder and the sword resorted to methods for the uplifting of the community and the development of mutual help and service.

"Let us start a society of our own," said Charles Howarth at an afternoon debate in a reading room at Rochdale.

"What sort of a society?" asked one.

"A Co-operative Society," answered Howarth, "by which we can help each other."

Many shook their heads and said co-operative shops had been tried before and always came to grief and "it wa'nt na good." However, by tact and persuasion he won the meeting to his way of thinking and they decided to commence a co-operative society. But where were the funds to come from? All these men were miserably poor and scarcely could get subsistence but they had determination and loyalty. They were convinced that the end was worth striving for and each one vowed that he would submerge

self unto the end and work until it had been achieved. They agreed to issue £1 shares and pay 2d per week. There is a touch of the ludicrous and more of the pathetic as we think of this. Two pence per week! After a while it was increased to three pence. And how they worked to get subscriptions, and how they sacrificed to pay theirs! They had meetings from time to time to which each brought his ideas and they drew up a plan for future use on which co-operative societies are building still.

It was now nearing the month of December in the memorable year of 1844. Enough money had been subscribed to warrant a start and it was necessary to appoint a salesman. Samuel Ashworth was elected to the position and to him was given the honour of first salesman. It was an honour which he

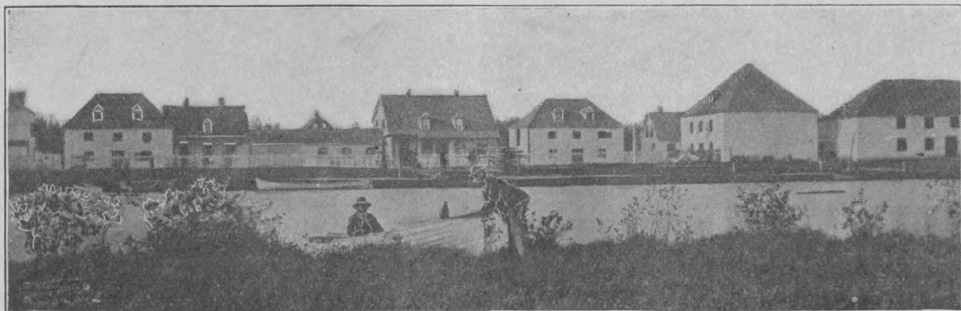
"Will tha do it?" says one.

"Na! let Sam'l Ashworth, he's likest."

"Thee go, Charlie," turning to Charles Howarth, "it was thy suggestion."

At last, Samuel duly installed himself behind the counter—his proper position—the others drew back under the shadow and one bold spirit rushed forward and with eager haste took the shutters off—and so was opened the first co-operative store and so history was made.

What a time followed. The lads came to the door and shouted insolent remarks and the women came in and asked for articles which they knew very well they could not get. Before that first evening was over Samuel Ashworth wished he had never accepted the position of salesman for he had mighty little to sell. The twenty-eight had become a



Old Fort William

did not altogether appreciate at first, as we shall show later. Fixtures for the shop were bought and erected, and there remained £14 (\$70) to lay out in provisions for sale. Flour, butter, sugar and oatmeal, the necessities of life were all the articles that could be purchased. And these men had the courage to open a store with four articles for sale and a stock that cost £14. Their courage was truly sublime.

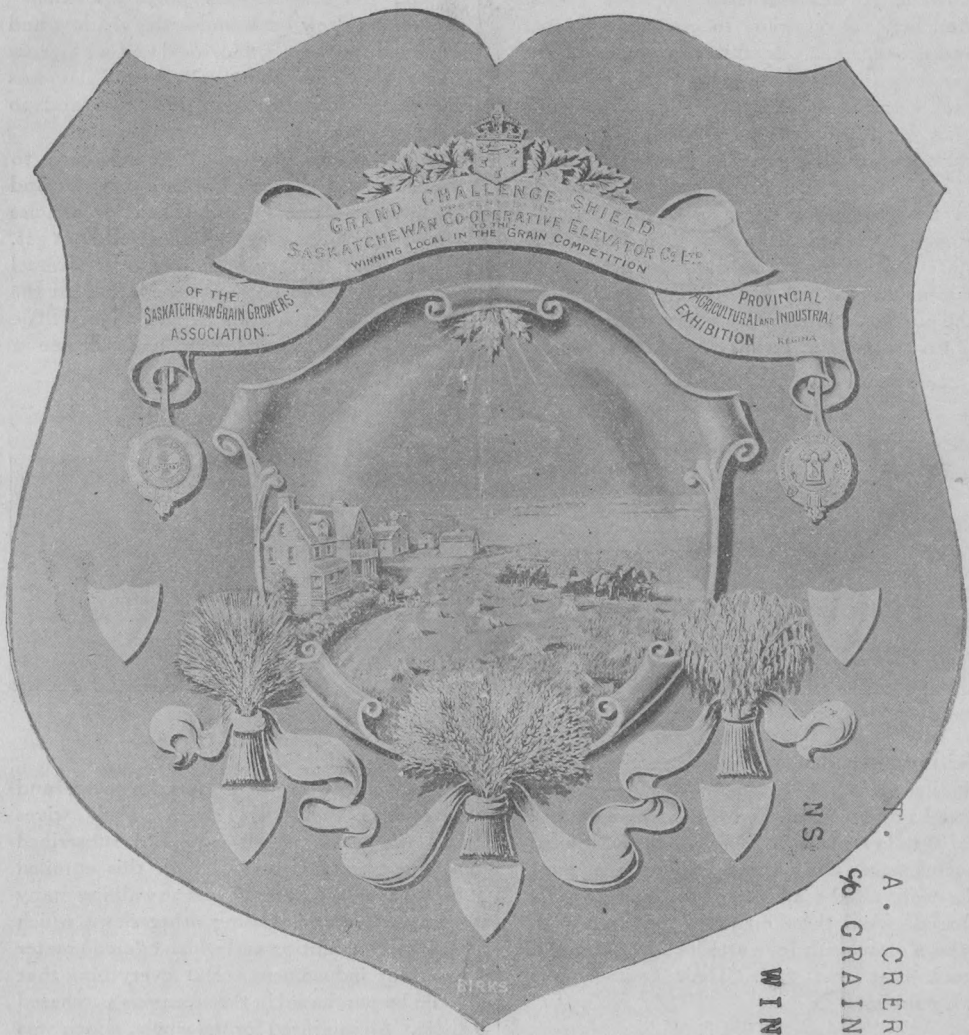
THE OPENING DAY.

Now the great day had arrived. The evening of December 21, 1844, was chosen for the opening. The pioneers had all assembled inside the shop to witness the opening, but no one had the courage to remove the shutters. Word had gone around the town that "t'owd weyvers" were going to open their shop that night and the boys of the neighbourhood who worked in the mills were awaiting outside to have the time of their lives.

A conversation something like this was going on inside:

laughing stock.

They stuck to their guns however, and patronized their own store. Their wives and the wives of all who had subscribed bought from the store, though this entailed extra expense and often meant walking many weary miles and passing other shops which were more tempting and which offered greater apparent inducement. But everything that could be purchased in the store was purchased there. All sacrificed for the whole. Each was a part and each one did his or her part, and in the end they brilliantly triumphed. It was not for immediate gain they sacrificed, but for ultimate good. The little shop at Toad Lane was soon unable to hold their business and more commodious premises had to be taken, and now, today, seventy-three years afterwards, Central Co-operative Society at Rochdale occupies a building which is an ornament to the town. In every town in Britain and in nearly every country throughout the world can be seen monuments to these men in the fine stores and spacious buildings bearing the name "co-operative."



1917

Won by Bulyea Local

T. A. CREER, ESQ.,
% GRAIN GROWERS GRAIN -
COMPANY,
WINNIPEG, MAN.

